

Supplemental Information Regarding SEPA Checklist

Skagit County has previously conducted a SEPA review for a forest practice conversion (PL16-008) and mining special use permit (PL16-0097) to develop a gravel mining operation on parcels P50155, P125645 & P125645. The original SEPA Checklist was prepared March 2, 2016.

Additional studies have been performed and submitted to the County for review since both applications were determined to be complete on March 22, 2016 and clarifications have been made at the request of the County. The County has requested the applicant summarize and clarify the results of the studies and additional mitigation. The purpose of the attached document is to identify the additional information (including mitigation) that has been submitted to the County and to tie it to statements in the original SEPA Checklist. This should be read in combination with other project information in the County record for this action.

The following sets out language from Sections of the original SEPA Checklist with additional language underlined.

A. BACKGROUND

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

A Critical Area Review Checklist - Skagit County Planning and Development Services
Hydrogeologic Site Assessment – Associated Earth Sciences, August 21, 2015
Fish and Wildlife Site Assessment – Graham-Bunting Associates, August August 20, 2016
Gripp Road Gravel Pit Preliminary Traffic information, February 8, 2016, DN Traffic Consultants
Samish River (Ordinary High Water mark/Wetland Edge), Graham-Bunting Associates, May 18, 2015

Private Access Road As-Built, September 13, 2018

Site Management Plan, Sand and Gravel Permit, Preliminary September 2018

Grip Road Mine Updated Noise and Vibration Study, July 18, 2018

Cultural Resources Assessment, March 9, 2017

Traffic Memorandum, Maximum Daily Truck Traffic, November 30, 2016

Addendum to Fish and Wildlife Site Assessment, April 18, 2017

Fugitive Dust Control Plan, March 2016

Bridge Load Rating, March 2016

Timber Management Plan, November 5, 2009

Traffic Memorandum, June 6, 2019

B. ENVIRONMENTAL ELEMENTS

1. Earth

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Standard construction erosion control practices. All site runoff will infiltrate into the bottom of the mine. Additional information on this is set forth in the Site Management Plan, Sand and Gravel Permit, Preliminary September 28, 2018.

2. Air

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Mining equipment and haul trucks would be properly maintained. There will also be a vegetated buffer around the boundary. Additional measures are set forth in the Fugitive Dust Control Plan, March 2016.

3. Water

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

Infiltration of mining runoff into bottom of mine. See Site Management Plan, Sand and Gravel Permit, Preliminary September 2018.

7. Environmental health

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

~~None proposed.~~ Toxic or hazardous chemicals are primarily limited to those materials associated with the operation of heavy equipment. These materials generally consist of fuel, oil, and associated equipment fluids. Mobile fueling vehicles and mobile maintenance vehicles will be used to service the equipment at the site. If fueling stations or other storage of these materials occurs on-site, it will be in compliance with the NPDES General Sand and Gravel Permit which will be monitored by the Department of Ecology.

b. Noise

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

The principal source of noise in mining areas is truck traffic and mining machinery, which is the case for the proposed development. There would also be temporary noise impacts at the site during the construction phase. Noisy equipment usage can be divided into two types: relatively stationary on-site construction equipment and transportation equipment moving to and from the mining site. Additional information regarding noise is set forth in the Grip Road Mine Update Noise and Vibration Study, July 18, 2018.

13. Historic and cultural preservation

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material

evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Cultural Resources Assessment, March 9, 2017.

14. Transportation

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

No. In addition, see Private Access Road As-Built, September 13, 2018.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Traffic generated by the project will be typical of mining operations and demand for gravel. See traffic report by DN Traffic Consultants report for discuss and analysis of averages and PM peak trips per day. See additional Traffic Memorandum, Maximum Daily Truck Traffic, November 20, 2016 and Traffic Memorandum, June 6, 2019.